

The German language seems to be retreating on all fronts.

Do not let the war interfere with your radishes and onions.

It's the idle talk that makes business hum for the Hun spy.

According to the health department every fly is a Hun. Swat 'em!

Save your temper for the enemy, and thus make it help win the war.

The fellow who urged us to "win the next war now" said something.

Wild oats harvest themselves. All other crops have to be attended to.

After all, the old world can thank its stars that it discovered America.

Move to conserve the paper being used up by reports of the war experts.

Those who now cry "Stop the war!" in effect say, "Shot our soldiers in the back!"

More than preaching will be needed, to reform the unclean soda-water glass.

Baseball in this year of red, running war lacks that certain indescribable thrill.

There is a good job waiting every idle lot, and no slacking should be permitted.

The supply of rice could be conserved if its use were restricted to talcum powder.

The rooster's customary crow by the sun indicates somebody forgot to turn the electric light on.

Upon hearing that a whole fleet of American submarines crossed the ocean in midwinter, a good many people in this country wonder why they made so much fuss about Captain Koenig.

An authority on the subject says that before a garden is made it must be planned, but nobody shirks that part of the work. Gardeners do not begin to be slackers until it is time to spade.

It looks as though the German, experts would never succeed in finding a substitute for falsehood.

One-man tanks are less of a novelty in large cities of America than in the war zone, and less useful.

We like to read of phenomenal old ladies who are using their second eyesight for knitting purposes.

Do you suppose the increased demand for the war product will help any to reduce the cost of rent?

Before we are through with this big war we shall have to get into a much harder and further.

Every time you dig in your war garden you are helping to dig out a German who has dug in "over there."

Our idea of quite a job is to act as editor of "Who's Who" in Russia. They are turnin' them over every day.

Many women, we read, are painting last year's straw hats. We take it for granted that many will continue to paint last year's faces.

The best thing that German long-range gun has done was to explode and kill nine of its crew.

No housewife should be so thrifty that she must cut the buttons off before sending discarded clothing to Belgium.

Women of the London smart set are wearing tin hats. Great scheme, and should be introduced in this country. One ought to last a lifetime.

If you want to read some history that sounds older than Herodotus, look up the newspaper files of a year ago, when we had just entered the war.

A St. Paul man wants \$50 damages for a rip in his trousers caused by an icy sidewalk. Evidently the man's sense of modesty wasn't working when he made out his bill.

Japan has developed an instance of "yellow journalism" that seeks to represent America as unfriendly to the Japanese. This style of publication is about the only form of "yellow peril" worthy of consideration.

Of course, the fellow who refuses to make a war garden escapes the ache in his back, but just think of how his conscience must hurt him!

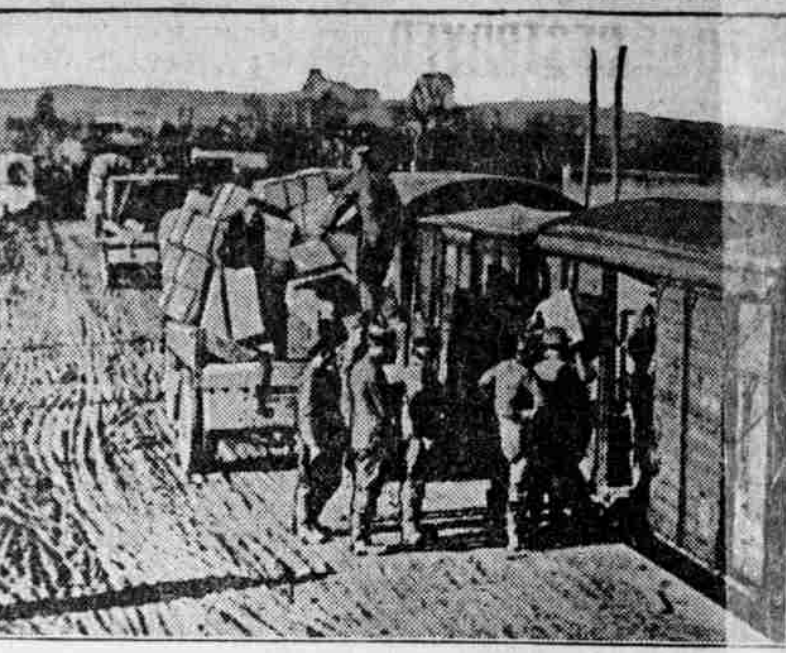
The railroads are a unit in assuring that turning the clock ahead one hour will not prevent trains from running at least one hour behind as usual.

No competent sporting editor has come forward with a satisfactory explanation of how the Russians got the reputation of being such terrific fighters.

After one has bought one's daily thrift stamp is the time for one to indulge in talk about the mistakes of the government.

The new submarine chasers are to be known as eagles. And as such they will prove their superiority over the vultures of the sea.

AMERICAN SOLDIERS EMPTY FREIGHT CARS



Soldiers of the quartermaster's corps transferring supplies from French freight cars to an American motortruck.

INSPECT BRAKES ON AUTOMOBILES

Movement Backed by Prominent Manufacturers, Police and Insurance Men.

CONGRESS MAY TAKE ACTION

Sixty Per Cent or More of Accidents Due to Poor Condition of Steering Gear—Thorough Inspection Is Urged.

Prominent automobile, police and insurance men throughout the United States are backing a national movement for the inspection of automobile brakes. The agitation for such a movement has grown out of the success in bringing about the proper suppression of glaring headlights, which, in the opinion of these high in the automobile world, is the lesser evil of the two.

The matter is receiving nationwide attention and it is not impossible that legislation may be instituted before this session of congress closes looking toward regular inspection of brakes.

Brakes Often to Blame.
T. D. Pratt, executive secretary of the Motor Vehicle Club of America, in a letter says: "Our experience has shown us that sixty per cent or more of the automobile accidents are due to poor condition, and the large proportion of this percentage is due to poor brakes."

Although no compulsory legislation has been passed to date compelling such an inspection, it has had the endorsement of such officials as Arthur Woods, former police commissioner of New York city, and Francis M. Hugo, secretary of state, New York. The popularity of the movement, those who are interested in it say, must rest upon the voluntary support of automobile owners.

Frequent Inspections Urged.

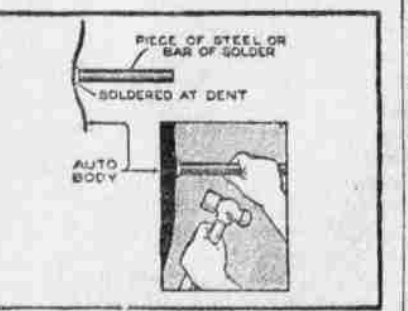
The plan of the brake inspection movement is to prevail on every motorist and truck owner to have his brakes inspected by his dealer at the opening of the season and at frequent intervals thereafter. It is called to his attention that the brake rods can usually be turned up two or three times before new brake lining is needed. A simple adjustment of the equalizers will frequently make the brakes safe instead of dangerous.

As the movement grows, some official seal will be devised which will be placed on the car, showing the date of last inspection. The one proposed is a small seal disk bearing the words, "Brakes Inspected 1918."

DENTS IN AUTOMOBILE BODY

Motorist Often at Loss to Know Practical Method for Removing Scars on His Car.

Automobile bodies often become dented, and the motorist is at a loss to devise a practical method for removing the dents. One method which has been found useful in such cases, and which the mechanic can also apply in removing dents from tanks, cans,



Removing Dents.

and other sheet-metal constructions, is shown in the sketch, writes Otto Kraft of Chicago in Popular Mechanics Magazine. A piece of rod, or a bar of solder, is soldered at the dent, as indicated. The dented area is struck gently with a hammer, and a strong pull is exerted at the same time on the bar. Unless the metal is heavy, the dent can be removed with very little difficulty.

PAINT UP THE OLD MACHINE

Production of Pleasure Cars Has Been Decreased by War Demands of Government.

The enormous demands of the war have considerably lessened the output of pleasure automobiles in this country. A great majority of our automobile manufacturers have taken on contracts for furnishing the United States and allied governments with motortrucks and motors, consequently the production of pleasure cars has been decreased. Due to the fact that the number of automobile buyers is increasing each year there has resulted an excess demand for all makes of runabouts and touring cars. Practically every automobile manufacturer in this country has already sold out his 1918 output of pleasure cars, and as a result the prospective buyer of a machine is unable to obtain one in many cases.

Many owners of automobiles buy a new one each year, exchanging the old car as a part payment on a new model. Due to the fact that the number of cars manufactured has been decreased these owners are unable to get the new car at a lucrative price; as a result they endeavor to make the old car last another season by having it repainted and in some cases rebuilt.

Several years ago an automobile owner could not paint his own car and obtain very satisfactory results, due to the fact that all enamels were of such character that they had to be baked on, a process that could only be carried on at the factory of the maker; consequently an automobile owner would drive his car for many seasons.

End of this time the machine would present a very unsightly appearance. Sometimes an automobile owner would buy a can of paint or auto enamel and paint the machine himself. The result was always far from satisfactory as the paint easily cracked and peeled off and the color obtained was not uniform.

In order to remedy this condition, paint manufacturers experimented for several years upon an auto enamel that could be easily applied and today a motorist can go to an automobile supply house or paint store and buy an auto enamel in any shade he desires, that will exactly suit his requirements. This enamel can be put on the car in a short time and after application the machine will present a brand new appearance. Many car owners are now painting their machines twice a year, devoting a part of Saturday afternoon to the job.

BODY DESIGNS ARE CHANGING

Rather Clumsy Assembly of Straight Lines Now Made Into Continuous Line Shape.

In two years the average automobile body has changed from what now seems a rather clumsy assembly of straight lines into a continuous line shape. Automobile bodies today are not really streamline, for to be so they would need to have the largest section in front instead of behind, but all body designers seem to be aiming at the torpedo as an ideal shape.

STONE BRUISES CAUSE HARM

Injury to Surface of Inner Tire Should Be Repaired by Putting on Fabric Patch.

When the tire has hit a stone with considerable force, especially if the tire is not fully inflated, the inner surface of the tire will show injury to the fabric when the rubber on the tread has no mark of the injury.

Such an injury should be repaired by putting a fabric patch over the injured place, and then inserting an inner protector all around the casing.

HAVE BEARINGS JUST RIGHT

Just as Bad to Have Different Parts Too Tight as It Is to Have Them Fit Loose.

It is just as bad to have parts fit too tight as it is to have them too loose. A bearing which is too tight will loosen rapidly and will pound while so doing. It is bad practice to have the bearings taken up merely by refitting the movable parts. The whole bearing should be refitted, if the part is to give really good service.

WILL WAIT FOR NEW WAGE SCALE

Conference of Paper Mill Owners and Employees Reach Agreement.

ENDS ALL DANGER OF STRIKE

July 1 is Date Set for Completion of Work on Scale—Will Have Effect on the Price of Newspaper Paper.

An agreement continuing in effect the paper mill wage scale, which has been in effect since 1914, was reached at a conference of paper mill owners and employees with Commission Colver of the Federal Trade Commission. It was agreed that the new wage scale will be completed before July 1.

The agreement averted a strike. The new scale will be taken into consideration by the federal trade commission in fixing a price for newspaper paper. All of the larger paper mills were represented. Commission Colver announced that a telegram would be sent to other mills asking them to agree to the compromise.

Representatives of five international unions, besides the paper mill representatives, signed the agreement, which will be submitted to the national war labor board for final adjustment.

GENERAL LABOR NEWS

Relief from a shortage of labor did not exist on Hawaiian island plantations came in sight when the Sugar Planters' association accepted for consideration an offer from the federal government to transport laborers from Porto Rico. The government promised to set transportation costs at the lowest possible figures, it was said.

Copies of a letter from Vice Admiral William S. Sims, commander of the United States naval forces in European waters, urging workers to do their utmost to speed up ship construction, were placed in pay envelopes of 15,000 men employed in the shipbuilding plants at Quincy and Squantum.

Poor working conditions and low wages of women and children employed in furniture and wood-working establishments in Tacoma, Wash., have attracted the attention of organized timber workers, who are interesting the women in trade unionism.

The industrial welfare commission insists that if Washington women and workers are to be maintained at a much higher wage must be established in 1914-1915.

Organized street car men in Chicago have dedicated a magnificent \$400,000 building, the first to be owned by the Amalgamated Association of Street and Electric Railway Employees of America.

Announcement is made by Canada's board that as a result of the enrollment week for the Soldiers of the Cull, over 20,000 boys have been secured in Ontario and the four western provinces.

Building trades returns from 35 Canadian cities for February indicate that employment decreased over 42 per cent, as compared with January, and over 46 per cent as compared with February, 1917.

Certain employers in Connecticut have their plants between 10 p. m. and midnight to evade the state law which prohibits the employment of women after 10 o'clock at night.

Communities within a hundred-mile radius of Seattle, Wash., have asked what city to clear out the I. W. W. boys, they claim, are organizing a march from that center.

Milwaukee street car men were granted a wage increase of 10 cents an hour by the Milwaukee Electric Railway and Light company, which operates the local lines.

Members of the American Federation of Labor are in Europe to the leaders of labor there the position taken on the war by labor in the United States.

Union painters and paperhangers at Memphis, Tenn., have increased wages new, and one-half cents an hour. The new rates are \$5 and \$5.20 a day, respectively.

Within the last year there have been 24 unions organized in the Cumberland district, which includes West Virginia, Maryland and that part of West Virginia.

Shoemakers employed by Los Angeles, Cal., have secured wage increases of 6 1/2 cents an hour, with an increase of 2 1/2 cents on February 1.

More than 4,000 employees of Fairbanks, Morse & Co., at Beloit, Wis., have been given an increase of 10 per cent in wages to be paid in quarterly payments.

The Brotherhood of Railway Clerks will ask the Virginia legislature to amend the semi-monthly pay law by having it include clerical employees.

A total of 100,000 women are now on the pay roll of the Prussian-Hessian railway, according to a statement in the Leipzig Illustrierte Zeitung.

Six new federal employment offices were established in Chicago last week by the Labor.

The Trans-Mississippi Terminal Railway and the Texas & Pacific railway have increased wages of their clerks \$8.50 a month.

LINE UP SOLIDLY FOR WAR

British and American Labor in Complete Agreement to Put End to German Autocracy.

British and American labor is united and ready for a fight with German autocracy, according to a cablegram to the American Federation of Labor from the American labor mission.

"British labor agrees with American labor and the principles enunciated by President Wilson," the cable stated. "And, what is more important, the movement in Germany for a joint conference of allied and German labor has almost disappeared. British labor leaders have declared their unwillingness to negotiate with the enemy."

The cable adds: "The Prussian autocrat, if he is wise, will fear the new solidarity of allied labor as much as an overwhelming armed force in the trenches."

OTHER NOTES OF INTEREST

Thirty iron and brass foundries, most of them with government contracts, closed at Chicago, after breaking off negotiations for a new wage scale with the molders' union. About 700 molders are involved. Some of the factories are making parts for airplanes and ship propellers. The workers asked for a \$1.50 increase per day, rejecting the employers' offer of a 75-cent per day increase. They have been receiving \$4.50 per day.

The 7,000 cars which the Pullman company is to build under contracts awarded by the railroad administration will mean capacity operation of the plants for more than 100 working days. The plant has capacity for 50 box cars and 25 smaller cars daily.

Representatives of engineers, longshoremen, masters, mates, and pilots in New York harbor have presented to the national war labor board a formal appeal from the wage scale fixed recently by a special arbitration board of the department of labor.

Connecticut is the first state in which industrial plants have released workers for farm labor. The department of labor announced that 13 of the largest plants in Hartford, many of them on war work, have released employees for the farms.

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It is stated that in the textile industry employers are trying to standardize wages and working conditions that competition for employees may be reduced, thereby eliminating to some extent the floating labor in that industry.

The proposed one-day strike May 1 by Minneapolis labor unions as a protest against the death sentence imposed on Thomas J. Mooney, convicted in San Francisco of complicity in a bomb outrage, was called off.

The New England division of the National Railway Mail Clerks' association adopted a resolution calling for an eight-hour day, which will be presented to the national association next year.

Metal tradesmen in the Wyoming valley, Pennsylvania, have increased wages 15 per cent and reduced hours to 50 a week. This lessens the work week five hours, in many instances.

Our eastern railroads, during a period of nine months, hired over one million new men, or about three men for each vacant position, this being double the normal turnover.

L. F. Loree has resigned from the national war labor board, it is announced. F. C. Hood of the Hood Rubber company of Boston, has been appointed to succeed him.

Five hundred journeymen tailors at Winnipeg, Canada, demand a wage increase of approximately 15 per cent, Saturday half holiday and time and one-half for overtime.

At the last annual meeting of the American Federation of Labor the total membership was reported as 2,871,434, an increase of 14.4 per cent over the preceding year.

Colorado Springs (Colo.) Typographical union has signed a new agreement. Rates for day work are \$28 a week and for night work \$30, with seven and one-half hours' work.

Masons, carpenters and plasterers of Wexford, Ireland, went on strike when their demand for a \$10-a-week minimum wage was refused by the employers.

The street cleaning crew of Great Falls, Mont., having gone on strike, the city began the hiring of women at the same pay as the men have been getting.

No less than 2,500 American women doctors have applied for overseas service to aid the stricken women and children of the war zone.

Three thousand strikers in the employ of the Great Central Railway (British) works resumed work when their wages were increased 12 1/2 per cent.

Half a million dollars is being spent on a scheme for employing disabled soldiers and sailors in the British diamond-cutting industry.

Keene (N. H.) local of bookbinders has reduced the working week four and one-half hours and increased wages \$2 to \$6 a week.

Memphis (Tenn.) contractors have accepted the new wage scale of Electrical Workers' union, which raises rates 50 cents a day.

San Diego (Cal.) Painters' union has secured an agreement which establishes a minimum rate of \$5 for an eight-hour day.

NERVOUS PROSTRATION

May be Overcome by Lydia E. Pinkham's Vegetable Compound—This Letter Proves It.

West Philadelphia, Pa.—"During the thirty years I have been married, I have been in bad health and had several attacks of nervous prostration until it seemed as if the organs in my whole body were worn out. I was finally persuaded to try Lydia E. Pinkham's Vegetable Compound and it made a well woman of me. I can now do all my housework and advise all ailing women to try Lydia E. Pinkham's Vegetable Compound and I will guarantee they will derive great benefit from it."—Mrs. FRANK FITZGERALD, 25 N. 41st Street, West Philadelphia, Pa.



There are thousands of women everywhere in Mrs. Fitzgerald's condition, suffering from nervousness, backache, headaches, and other symptoms of a functional derangement. It was a grateful spirit for health restored which led her to write this letter so that other women may benefit from her experience and find health as she has done.

For suggestions in regard to your condition write Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of their 40 years experience is at your service.

YOU CAN'T CUT OUT A BOG SPAVIN OR THOROUGHPIN

but you can clean them off promptly with

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and you work the horse same time. Does not blister or remove the hair. \$2.50 per bottle, delivered. Will tell you more if you write. Book 4 R free. ABSORBINE, JR., the antiseptic liniment for mankind, reduces Varicose Veins, Ruptured Muscles or Ligaments, Enlarged Glands, Wens, Cysts, Abscesses, etc. Price \$1.25 a bottle at druggists or delivered. Made in the U. S. A. by W. F. YOUNG, P. O. Box 310 Temple St., Springfield, Mass.

Skin Tortured Babies Sleep After Cuticura

Soap 25c. Ointment 25c and 50c.

ALL WOMAN HAD IN WORLD

Pathetic Plea Made to Governor Goodrich Asking Him to Allow Liberty to Her Dog.

"All I have in this world is my poor dog," a southern Indiana woman said in a heartfelt, pathetic letter to Governor Goodrich, begging him not to make a law "that no one is allowed to let their dogs out this summer." Possibly an owner of sheep spread a report that an offensive campaign is to be conducted against dogs this year.

The letter:

"Governor Goodrich: Beg pardon. Could I ask you a question they say you are going to make a law that no one is allowed to let their dogs out this summer. Would you be so kind to not pass that law? I have a dog is all I have in this world. I would not like to see him locked up all summer while the weather is nice they like to be out.

"I pay taxes for him. I will ask God to bless you. A poor woman's wish.

"All I have in this world is my poor dog."

Most Desirable.

"Didn't you feel terrible when Vera married the aeroplane man?" "No; he's a man she can look up to."



War Demands

Saving of Sugar, Saving of Fuel, Use of other Grains with Wheat—No Waste.

Grape-Nuts

answers every demand. It's an economical, nourishing and delicious food, a builder and maintainer of Vigor and health.

Try it. "There's a Reason"

War Demands Saving of Sugar, Saving of Fuel, Use of other Grains with Wheat—No Waste. Grape-Nuts answers every demand. It's an economical, nourishing and delicious food, a builder and maintainer of Vigor and health. Try it. "There's a Reason"